YANKEE AIR FORCE NEWSLETTER

P.O. BOX 1100
WILLOW RUN AIRPORT
YPSILANTI, MI 48197

Volume 2, No. 2 | February 1983 | 50¢

MARCH 2ND PROGRAM ANNOUNCED

The program for the General Membership meeting at Willow Run on March 2, will feature "The History of the Parachute as a Combat Support Weapon" by Mr. Eugene B. Cousineau. This presentation will trace the history of Airborne Operations and supporting aircraft from WWII to the present, and will include slides and a movie. Mr. Cousineau is a Sgt. Major, U.S. Army Reserves, assigned to a Special Forces mobilization team at Ft. Bragg N.C. He has a total of 27 years of active and reserve duty, including 10 years with the Air Force. He graduated from Jumpmaster School in 1969, which is taught by members of the Golden Knights, who participated on our 1982 Air Show.

The Willow Run Program Committee is working on arrangements to show a commercial video tape on the 1982 Willow Run Air Show at the April meeting. A presentation by the two-man crew of an A-6 Intruder is scheduled for May.

If you know of an interesting program please contact Dave Cunningham at 981-5908, or Jim Hanford at 562-3283. Members are encouraged to volunteer their help in obtaining and settin up programs.

Because Willow Run is Headquarters for the Yankee Air Force, all members regardless of Division affiliation are encouraged to participate in and attend the meetings and programs held by the Willow Run Division.

MID-MICHIGAN ANNOUNCES PROGRAM FOR THE MARCH 9TH GENERAL MEMBERSHIP MEETING.

The March 9th General Membership Meeting of the Mid-Michigan Division will feature a video tape cassette recording of Gordon Plaskett's TBM, taped by Gordon and his son. This should be an extremely interesting program, and we encourage all members of the MMD to attend, and extend an invitation to all members of other Divisions to attend as well. The meeting starts at 7:00 at Skybolt Aviation, Flint Bishop Airport.

NEWSLETTER COSTS AND POLICIES EXPLAINED

At the last National Board Meeting, the Newsletter policy was reviewed and clarified. The Newsletter is presently costing the YAF approximately $600 per month to publish and mail. Our goal is to continue improving and expanding the Newsletter until it becomes a true National Magazine.

We feel that the Newsletter has come a long way since November of 1981, but to get to a Magazine type publication from where we are now, will cost tremendous amounts of money. We are attempting to cut costs in some areas, while expanding in other areas. We are now selling ads to help offset part of the cost. We have applied for Third Class mail rates to lower our postage costs, and will apply for second class as soon as possible. To apply for these mail rates, we had to remove the cost of the Newsletter from our dues, and show its cost as a seperate cost. That is why the Newsletter now shows a price of 50¢ per issue, or $6.00 per year. This will not affect the issue members receive, it simply clarifies the bookeeping. When we receive our Third Class permit, it will enable us to mail at less than 6¢ per piece, a savings of 14¢ each. Third class also takes up to two weeks for delivery. That is why the deadlines for copy are being moved up. When we get a Second Class permit our cost will be even lower, and delivery will take only 3 to 4 days.

Additionally, we are trying to recover some of the cost by selling copies to members or non-members who wish to have an extra copy. However, payment is only requested when the copy is for personal use. If you wish to use the Newsletter as a recruiting tool, please feel free to take one. We only ask that you be frugal with it so we can hold our costs down. Again, the emphasis should be placed on the fact that payment for the Newsletter is voluntary but also that these newsletters are expensive and should not be wasted. The more the Newsletters cost us, the less money we have for other projects.

YANKEE AIR FORCE "THIRD DIVISION - MID-MICHIGAN"

Back Row, Left to Right: Vice President, Mike Mills; Secretary, John Kondon; Director, Howard Warren; Retail Sales, Richard Pilon; Director, Don Goble; Front Row, Left to Right: Photographer, Michael Cousineau; Director, Paul Cousineau; Treasurer, Nancy Pilon; President, Dave Pettyes; Director, Rich Hinspetler.

YANKEE AIR FORCE NEWSLETTER

The official publication of the
Yankee Air Force Inc.

Published monthly for the Yankee Air Force at Hangar 2041, A Street, Willow Run Airport, P.O. Box 1100, Ypsilanti, Michigan, 48197. Yankee Air Force Inc. is a non-profit corporation organized under the laws of the State of Michigan, and exempt from taxation under IRS Codes section 501 (C) (3). All copy and advertisements must reach the above address by the 15th of the month, for publication in the following months newsletter.

Editor	Dennis Norton
Calendar	Stan Reich
Hangar Talk	Frank Modlinski
Aircraft Reports	Jim Hanford
	Stan Reich
Advertisements	Terry Marsh

Limited space available for advertisements: Rates; 1" ad, $15.00 per issue or $165.00 in advance for a full year. 2" ad, $25.00 per issue or $275.00 in advance for a full year. Subscriptions available for $6.00 U.S. currency per year mailed within the United States and Canada. $9.00 per year mailed outside the U.S. and Canada. Write Yankee Air Force Newsletter, P.O. Box 1100, Ypsilanti, MI, 48197.

YANKEE AIR FORCE MEMBERSHIPS

Annual membership	$ 25.00
Annual Membership Spouse	10.00
Life Membership (individual)	500.00
Senior Life Membership (over 60)	250.00
Corporate Membership Minimum Annual Dues	500.00
Initiation Fee (one time fee paid by each new member upon joining).	10.00

Renewals must be received within 30 days after expiration, or member must renew as a new member with initiation fee.

WILLOW RUN COMMITTEE CHAIRPERSONS

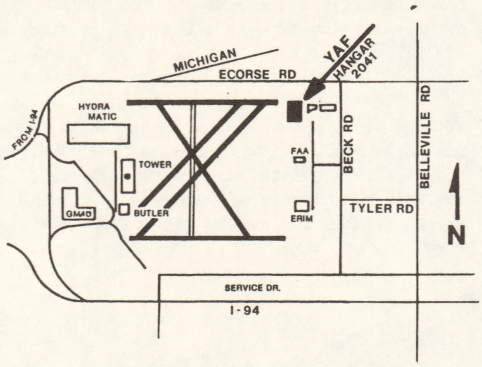
Aircraft Procurement, Dan Miller	291-3431
Bookeeper, Barb Sutton	
C-47 Cdr. Elmer Spencer	485-8900
Finance, Nancy Lockwood	482-4120
Fire Marshall, Bill Walter	941-4073
Fund Raising, John Schmitz	421-2053
F-86D Cdr., Scott Vetter	721-3711
Hangar, Al Bittner	699-9215
Hangar Rentals, Greg Smith	487-5965
Librarian, Barbara Cook	
Maintenance Chief, Ron Haviland	836-5732
Museum/Historian, Phil Lundy	644-9171
Newsletter Ads, Terry Marsh	434-0990
Pilot Certification Mike LaPine	485-7931
Photography, Jim Walters	481-0320
Publicity, Public Information Officer George Taylor	434-4753

YAF HEADQUARTERS WILLOW RUN AIRPORT

The Yankee Air Force National Headquarters, Museum, Hangar and Flight Line is located at historic Willow Run Airport, in Ypsilanti, Michigan. Willow Run was built in 1941 by the U.S. Army to be the air base for Ford Motor Companys B-24 bomber plant, located on the west side of the field. The airport was owned by the University of Michigan until the mid 1970s and is now owned and operated by the Wayne County Road Commission which strongly supports our efforts to preserve a part of the history of Willow Run and Southeastern Michigan, as well as historical aviation in general.

To drive to Headquarters from the East or South, exit from I-94 at Belleville Rd., drive North to Tyler Rd. (about 1 mile), turn left on Tyler, then turn right on Beck and proceed to the Airport entrance on Beck Rd. From the West or North, follow Ecorse to Beck Rd., turn South on Beck and proceed to the Airport entrance. The YAF is located in the Northernmost hangar on the east ramp.

Headquarters is always open to all members who wish to visit or participate in restoration projects.



Willow Run Airport
Yankee Air Force Headquarters

NEW MAILING ADDRESS

Many members are still using the old mailing address. Please use the new address exactly as printed. Do Not put "Willow Run Airport" between the Post Office Box and the City. The Post office only uses the last 2 lines and if you print in "Willow Run Airport" it fouls up their system.

Please use the address as follows:
Yankee Air Force Inc.
P.O. Box 1100
Ypsilanti, MI, 48197

Chairpersons continued

RF-84K Cdr. Mike Willman	661-0440
Social Events, Pat Wilkins	525-2616
Audrey Ray	729-0139
Supplies, Barb Sutton	

YAF CALENDAR March 1983

February
- 26 - YAF Museum/Library Mtg. 10:00, YAF Hangar

March
- 2 - YAF General Membership Mtg. Willow Run, 7:30, YAF Hangar
- 5 - F-86 Squadron Meeting and work party, 7:30, Willow Run, Hangar
- 8 - YAF National Board Mtg, 7:00
- 9 - Agenda deadline Willow Run Division Board
- 12,13 - Valiant Air Command, Tico Florida
- 13-19 Sun-N-Fun EAA Fly-in, Lakeland Florida
- 16- Willow Run Division Board 7:30
- 28- Det. Inst. of Aeronautics daytime classes begin
- 30- Last day for entries in C-47 weight guessing contest
- *** 9- Mid-Michigan Membership Meeting, Skybolt Aviation, Bishop Airport 7:00
- *** 2- Northeast Division Meeting Essex Cty Airport, Improvement Building 7:30
- ***16- Northeast Div. Board, 7:30

April
- 6 - YAF Membership Mtg, Willow Run, 7:30, YAF Hangar
- - Northeast Division Membership Mtg. 7:30, Improvement Bldg.
- 13- Agenda deadline for Willow Run Div Board Mtg.
- - Mid-Michigan Membership Mtg. 7:00, Skybolt Aviation, Bishop Airport, Flint
- 20- Willow Run Div. Board Mtg 7:30 Note: Final Budgets due
- - Northeast Div Board Mtg. 7:30
- 23,24 YAF Giant Garage Sale, YAF Hangar.

May
- 8 - Dedication Ceremony and Fly-In Third Division, Mid-Michigan Flint Bishop Airport
- 14- Preparation Day for YAF Fly-In at Willow Run
- 15- YAF Fly-In, Willow Run Division YAF Hangar 8 am til 3 pm
- - YAF Official Museum Open House
- 21,22 - Kalamazoo Air Show
- 19-22 - Windsor Air Show (C-47 will Participate in this show)

June
- 4,5 - Pontiac Air Show (C-47 will Participate in this show)
- 5-10 - Willow Run Airshow Preperation. plan to help
- 11,12 - WILLOW RUN '83' AIRSHOW
- 11 - Airshow Party/Dance
- 18/19 - Canadian Warplane Heritage Hamilton, Ont

July
- 2,3 Detroit Renaissance Air Show (YAF Participation planned)
- 4 - Ann Arbor Air Show (YAF Participation planned)
- 17 - YAF Picnic, Hangar

August
- 20 - YAF Dinner Dance, Hangar

September
- 24,25 YAF Founders Day, Dinner Dance, Fly-In

Bill Ray (left) and Olin Parks, working on the C-47 at Willow Run.

AIRCRAFT PROCUREMENT

F-101 : Col. Upstrom at the USAF Museum wants to loan us an F-101 Voodoo, and a B-57 Canberra. He would like to see the planes moved to Willow Run by June 1, 1983. We need volunteers and a project coordinator, preferably an A&P with military jet experience. Ken Boone, YAF #707, Cincinnatti, Ohio, is working on finding local riggers and it looks as if we have a truck (tractor only). We need the following: A&P mechanics (these planes have to be taken apart properly); general membership volunteers; Low boy trailer; T/O Manuals for both planes; Carpenters to crate certain parts; Good Old Fashioned Yankee Air Force Drive and Determination. Any YAF member in the Dayton/Cincinnati area interested, call Ken Boone 513-891-4178. Anyone locally interested in volunteering call Dan Miller, 291-3431.

CG-4A; IT"S A FORD! (serial # 45-15746. Some of you may have read in the February issue of Air Classics about the WACO CG-4A found in Pennsylvania. The owner, Dr. John Yates stated in the article that he would consider selling trading or donating the glider. Aircraft procurement was on its toes and sent a letter statin g our interest in the glider, plus we included information on the YAF. I sent it express mail (expensive) only to find that Dr. Yates is accepting offers and requests until March or April at which time he will contact all interested parties and give them a date and location to view the glider. I phoned Dr. Yates, he seemed imperssed with our organization and assured us that we would be invited when he decides to show the Glider. The YAF needs volunteers to go look at the glider when we are invited. Contact me at 291-3431.

Dan Miller
Procurement Chairman
Willow Run

YAF TO PARTICIPATE IN CHANNEL 56 AUCTION

Channel 56 is having their quarterly fund raising drive March 5 through the 20th. We have contacted them and offered to man the phones for one night during the drive. We have volunteered for Saturday night, March 19th during the evening shift. This is a great opportunity to get some large scale free publicity. Naturally we need volunteers, 20 to be exact, and a back up to make sure we keep our commitment. This is a perfect opportunity for all you "hams" out there to live it up on television. We are also discussing the possibility of airing "The Willow Run Story" during their regular programming season, so a lot of good can come out of this. Channel 56 will introduce our group and give a brief explanation of who we are, what we represent and where we're located. Please volunteer now. This could be a big break for us. To volunteer, call George Taylor, Public Information Officer, at 434-4753. Lets see some volunteers other than those who always volunteer. Come on out and help!

NEWSLETTER CHANGES

In the process of turning the Newsletter into a National Magazine, many changes are being made. To effect this we are going to organize a Newsletter set-up group. Watch future issues for the starting of this group. This group will begin by helping organize and set up the newsletter, identifying writers, and eventually publishing the Newsletter. Their ideas will turn the Newsletter into a true National Publication. The Newsletter is getting too bi for one person to handle. If you have an interest in working on the Newsletter either writing or set-up, please call me as soon as possible.

Dennis Norton
Editor 482-5548

HANGAR TALK

In our Newsletter, we're always asking our members if they know of any "military type" aircraft or ground support equipment, or hangar equipment. Sometimes the leads we get don't pan out (either the wrong place or time). One or them did, and really paid off. Henry Grudzien YAF #445 came up to me at a meeting and said he knew where a Clark Hi-Lo was which hadn't been used in a long time. It belonged to his brother, Carl Grudzien, owner of Crosstown Tool and Die in Redford Township. The next day I drove over to check it out. I met Carl, and he showed me the Hi-Lo. It needed some work, but it was ours. Carl even said he'd transport it for us. Three days later, Larry Silver YAF #129, Carl and I brought our Hi-Lo to Willow Run. It is now being rebuilt and should be in our hangar at the end of February. Special thanks to Henry and Carl Grudzien for arranging this donation.

In January, the Yankee Air Force was invited to a unique pilot organization called the "Quiet Birdmen", Detroit Hangar. President Dennis Norton, V.President T.J. Wilkins, and F.J. Modlinski, Director, were guests of Elmer Spencer, YAF #011. Quiet Birdmen was founded in 1921 in Brooklyn N.Y. It has 121 "Hangars" across the USA. The Detroit Hangar was formed by 8 men in 1930. Lawson "Lonnie" Faunce was their first Governor and is still an active member at age 87. Lonnie was a Military Pilot during WWI and is still an active pilot today. Dennis Norton gave a presentaion on the YAF purposes and goals. We then showed the "Willow Run Story" It sure was a great evening for us. The Detroit Hangar guys were just great.

Ron Haviland YAF #021 and Fred Lockwood YAF #132 and their maintenance crew have just completed the Annual Inspection on our C-47. The crew is now in the process of buttoning up our bird. The only thing left now is to pull the Hamilton Standard props for a Service Bulletin. Sure looks like our C-47 will be flying by the May 8th deadline. Over 1,000 man hours have been put into the inspections so far. Great job guys!

Hangar restoration: Work is well along on our winter projects. Please contact me if you want to help. Right now I need carpenters and general help. Our Hangar is so big, I really need your help.

Throughout the history of aerial warfare, men have pitted their efforts and ability towards one primary goal....to clear the skies of enemy aircraft. From the days of World War One, when flyers tried to eliminate the opposition by firing hand held pistols and rifles at each other, to the sophisticated computerized rocket missles of the present day. The goals haven't changed.... only the method.

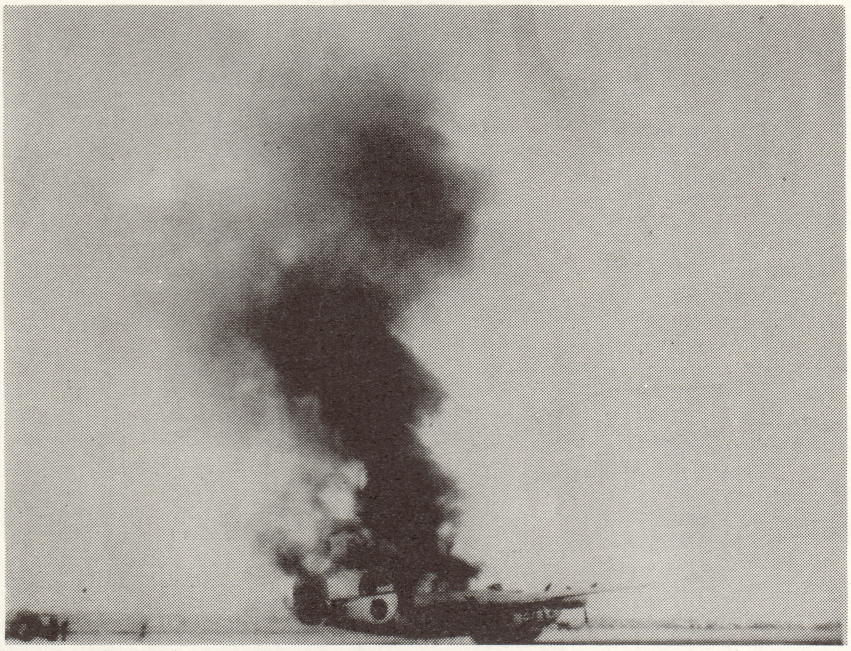
By the time the United States had entered World War Two, the art of aerial warfare had achieved a technology never before envisioned by man. Aerial combat flights had grown from observation and light bombing, as in WW-I, to sleek aircraft that could fly at heights of over 30,000 feet and perform tasks that were mind-boggling.

Four engine bombers, such as the B-24 and the B-17, played an important part in WW-II. They could leave their home bases in Italy and England and bomb the entire continent of Europe, but not without a great deal of resistance and danger. The enemy, in this case the German Luftwaffe, were quick to rise in the defense of their homeland. Desperate air battles were fought as these two opposing forces met in the cold clear sky above Europe. The intent of the Allied Forces was to bomb the enemy into submission, while the German Air Force made it their purpose to rid the skies of these precision bombing and gunnery platforms.

Thus it became commonplace, as the war grew in intensity, to hear stories of desperate air battles between the German fighters and the American bombers. There were many acts of heroism and determination, on the part of the bomber crews, as they found their targets, dropped their bombs and fought their way back to their bases, again through enemy fighters. This type of aerial combat, along with FLAK, was considered as the usual manner that a bomber could be lost in action.

Apart from fighter versus bomber, there were several other ways that our bombers could be "downed". Mid-air collisions were not uncommon, and they did occur. Bombers drifting into the path of falling bombs happened on several occasions, also. But perhaps the most bizarre way of losing a bomber was to have "ONE BOMBER SHOOTING DOWN ANOTHER BOMBER".

This did happen, but without intent on the part of the shooter, but with disastrous results to the aircraft and crew involved. Although there was hardly a mention in the recorded history of the 15th Air Force, it may be of interest at this time, to relate the incident, as experienced by one of its participants.



B-24, Aircraft #27, Serial # 448458. Final moments of existance after being shot down on Zara by runaway gun from the 55th Bomb Wing, March 12, 1945.
photo compliments of Bob Karstensen
YAF # 1057

The mission that day, March 12, 1945, was to Vienna, Austria. It was to be mission number 210 for the 451st Bomb Group, 724th Bomb Squadron. Aircraft Commander, Lt. Maurice Brown was to fly position #4 in "Charlie Flight". (B-24s) His crew was to be made up from the ranks of spare officers and enlisted men assigned to him for this flight. Lt. Brown had lost a crew due to premature "bail-out" on a previous mission. Other members of the crew, as remembered, were Lt. John Dilks (navigator), Lt. Harvey Miller (bombadier), S/Sgt. Bob Karstensen (nose gunner), T/Sgt. George olson (radio operator/gunner), S;Sgt. Eldon Morril (waist gunner), (Names of Co-pilot, engineer/gunner, ball gunner, tail gunner and photographer were not recorded and at this time unknown to the writer).

"Charlie" flight formed up and fell into position behind Colonel LeRoy Stefonowicz (Group Commander) who was leading the 49th Wing in "Able" flight. Behind the 451st Bomb Group were the other Groups of the 49th Wing, namely the 461st and the 484th Bomb Groups.

As we left the coast line of Italy, enroute to Yougoslavia, a steady rate of climb was maintained and by the time we had crossed one half of the Adriatic Sea, all crew positions were occupied and manned. Breaking through the 10,000 ft. altitude everyone was informed to go on oxygen. Another 4000 feet were gained, and except for the "test firing" of our weapons, we were about to slip into the routine of a normal but long mission. Ahead of us and high right, flew the 55th Wing, easily visable in the clear air above the clouds.

Lt. Brown passed the word that the OK was given to "test fire" our guns. Throughout the ship, turrets were "activated", the guns were "charged" and the red hood, covering the electrical power arming switch, was raised and the switch put in the "armed" position. Each gunner carefully found a hole in the sky that he could fire a few quick bursts, and not endanger his, or any, nearby formations. The chatter and vibration could be both heard and felt as each position "squeezed off" a few rounds in the anticipation of what may lie ahead. Other aircraft, within "Charlie" flight were also testing their guns and it was both eerie and rewarding to see the white smoke from their guns dissipate in the slipstream and to know that they too, are ready for what lies ahead.

The coast of Yugoslavia had not yet come into view; the bombadier had streached out in the "tunnel" for a short nap; the navigator worked over his maps, following the SOP that

Liberator Logbook continued;

had been followed numerous times before; the gunners relaxed at their positions; the engineer was working the transfer of gasoline from auxilary tanks to main tanks. The pattern of the mission becoming much like on so many other missions..... HUM DRUM.

Suddenly, over the inter-com, came the panic stricken voice of the radio operator, "NUMBER 2 ENGINE'S ON FIRE!!" In an instant the ship was transformed from relaxed to alert. Lt. Brown assessed the situation and immediately pulled out of formation. The engine was quickly feathered, bomb-bay doors opened and with a quick pull on the "salvo bar" all eight 500 pounders fell harmlessly into the sea. All crewmembers awaited orders from the pilot, "Navigator, give me a heading for Zara, we'll try for land rather than a bail-out over water."

In the nose section the navigator had been surprised to see three bullet holes suddenly appear between himself and the nose turret. The bullets had entered the nose section on the right side and exited on the lower left. The nose gunner looked to the #2 engine and was astonished as he noted three bullet holes through the cowling, and entering the engine from the front right side. A quick scan of the skies disclosed no hostile aircraft, only the last Group from the 55th Bomb Wing in the vicinity from where the bullets had originated

It was apparent that our situation was not improving, as the waist reported the fire was becoming worse. The pilot ordered everyone to take positions for evacuating the ship in case it became necessary. The bombardier grabbed the emergency handles and opened the nose wheel hatch and stood by. The waist gunners snapped on their chest chutes and divided themselves between the camera hatch and the rear bomb-bay. The engineer positioned himself between the pilot and co-pilot, offering his knowledge of the instrument readings. The nose gunner attempted to leave his turret, but was blocked by the navigator, who had his table and maps in the way. The pilot switched the radio to the emergency channel and called "BIG FENCE" for a heading. "BIG FENCE" requested a numbers count and by the time the pilot had counted to five a proper heading was offered. Seconds earlier the navigator had offered the same heading.

Now it became a race as the fire threatened to spread, explode the gas tanks, or at the very least, weaken the Libs' wing structure with its intense heat.

Eventually the nose gunner was released from his turret and took the position that the bombardier had left. The bombardier had scooted through the tunnel to the forward part of the bomb-bay and was perched on the catwalk.

Suddenly we were over land. We had crossed the coastline and were on the heading for the airstrip at Zara. The ground was rising fast as the pilot made his run at the airstrip. It was going to be a "hot" landing as the pilot only called for 10% lowering of the flaps (normal procedure calls for a 20% lowering of the flaps). Closer the ground appeared, and without warning, the main landing gear and the nose wheel were lowered and locked. Navigator and nose gunner scrambled through the tunnel and positioned themselves, along with the bombardier, at the forward section of the bomb-bay. Similar activity was taken by the waist personnel as they prepared to evacuate the burning aircraft..... hopefully, on the ground.

TOUCHDOWN.....a short roll..... jump on the brakes... and in a flash, before the aircraft had ceased rolling, the crew was tumbling from their perches within the ship.

Ground personnel, stationed at Zara, rushed in with Jeeps and fire equipment to try and save the aircraft. A quick evaluation, on their part, and as the ship was too far along to be saved, they too, evacuated the area.

In less than an hours time, ship #27 lay upon the soil of Yugoslavia, an undistinguishable mass of molten metal. A victim of one of the strange happenings of aerial warfare..... being shot down by another bomber.

Later the crew was returned to their base at Castelluccia di Sauri, Italy, to continue their flying duties.

Bob Karstensen
YAF # 1057

Liberator Logbook is a feature with the goal of sharing personal experiences involving Liberators. If you have had any experience in the building, flying or maintenance of a Liberator, or know of someone who has, you are encouraged to contact Stan Reich (427-8014) or Jim Hanford (562 3283) who will be glad to prepare it for publication.

WORLD WAR I MUSEUM ROOM PLANNED

Don Richter is setting up a World War I Historical Era room in our museum. This room will incorporate momentos, badges, clothing and equipment of the World war I period, relative to the air war. Anyone who has anything to contribute, call Don or Phil Lundy, (museum director).

Don Richter
YAF #401

YAF TO SPONSOR EXPLORERS POST

A presentation of Aviation Exploring was made at the January 19, YAF Board meeting by Robert Svoboda of the Wolverine Council, Boy Scouts of America. We learned that there are a large number of young men and women (age 14-20) from Washtenaw County who are interested in aviation careers and flying.

Explorers generally meet two times per month on a regular basis. Presentations are made by various selected people in the aviation field. The youth then are given the opportunity to have a hands-on learning experience in those fields available to them. These aviation minded Explorers would have the opportunity to help us do aircraft maintenance, assist with parking at our airshow, serve as guides at openhouses, and help in the museum.

The YAF members interested in helping us to get the Aviation Explorer Post off the ground are invited to please contact; T.J. Wilkins, 525-2616, Dennis Norton, 482-5548, or Robert Svoboda, 971-7100, Wolverine Council, B.S.A.

We want to get the post organized by early April to give the members an opportunity to participate in our air show.

Robert Svoboda
971-7100
482-5877

HANGAR NEEDS

Pipewrenches	Crescent Wrenches
Ratchet sets	spray cleaners
Metric tools	extension ladder
Staple Gun	Polyethelene rolls
Sandpaper	300 folding chairs
Oil	12 ft. movie screen
Caulk	Telephone recorder
Insulation	Parachute Canopys
Water meter	Sabre Saw and blades
Scaffolding	Florescent Fixtures
Fire Alarm	Florescent bulbs
Burglar Alarm	Regular light bulbs
Linoleum Tile	Electrical Wire
Folding Tables	Electric space heat
Bookshelves	16 mm movie camera
Copy Machine	16 mm projector
File folders	Video Recorder
Cabinets	Video Camera
Mops	Cassette Tape Player
Snow Shovels	~~Slide Projector~~
Arc Welder	Opaque projector
Gas Welder	Acetylene Torch
~~Deep Freezer~~	Propane Torch
Color TV	Suspended Ceiling
Filing Cabinets	Spray paint guns
Record Player	Tape Recorder

All members - here is a way you can help. We are slowing down on getting things donated to us, things we desperatly need. If we don't get them donated we will have to start spending money from our aircraft funds to purchase them. Check with business factories and friends. All are tax deductible.

THIRD DIVISION - MID-MICHIGAN NEWS

The MMD has complied with the regulations set down by the National Board of Directors in referance to the Division Award Nomination for a subject in the Division area for recognition for his or her contributions to aviation, past or present. An awards committee of three, consisting of Dave Pettyes YAF #244 President, MMD, John Kondon YAF #1229 Secretary, Historian, Walter Hendrich YAF #1223 Director, Historian. After a great deal of research and accreditation, with subsequent finds in newspaper articles, and rare photographs, along with a taped conversation with an eyewitness to the events the MMD submitted to the National Awards Committee the name of Osbert O.E. Williams for consideration for the award. The first flying school in Michigan was founded by Williams. The school was based in Fenton Mi. Of the twelve members of the Williams school which operated during the 1920's, all twelve pilots went to their fates in barnstorming or other related flying accidents. In the 1930's the Federal Post Office Dept. issued a limited edition of preprinted envelopes with the names of the "Fenton Twelve" for a Labor Day celebration. This nomination was brought before the MMD General Membership Meeting, Feb. 9, 1983. It was unanimously accepted by the membership. Research is also being done in the areas of the participation of the American Red Cross, the Civil Defense effort, and, General Motors contributions to the war effort during WW II.

Feb. 12, 1983 will long be remembered by eight brave souls who dared venture from the quiet and warmth of their homes and set off for a hangar detail at Willow Run. These eight intrepid, determined members of the MMD drew tools, nails, hammers, hot cups of coffee, and a basic plan for the renovation of an existing room in the hangar, also a whole lot of lugging of lumber, 2X6's to be exact, to build a floor in the "Pilots Ready Room" or, at the suggestion of others in the hangar, the "lounge". The new floor was put in or rather built in somewhere in the neighborhood of six hours. An astonishing feat considering the temperature of the beloved hangar. Some of the members of the MMD were long time veterans of the climate of the Hangar during the winter months. I now have that experience behind me. To tell the truth, if you hustle a little, it's not that cold. To you members of the Willow Run Division who work there every weekend and spare time when you have it, my hat is off to you for coping with the winter months.

The March 9, meeting of the MMD will feature a video tape of Gordon Plasketts TBM.

John J. Kondon, YAF #1229

Left to Right; Dorothy Haener, Val Clark, Dayna Eubank, January, 25, 1983 The Yankee Air Force received a call from Channel 7 News on January, 25th inquiring if they could use our hangar and a WW II vintage aircraft that day as a background for a follow-up interview after a "Winds of War" segment. Bill Abbott, Larry Silver and Bill Ray met with Dayna Eubank and her producer, Val Clark, and their charming guest, Dorothy Haener, who had worked as an inspector at the Willow Run Bomber Plant during the war.

KITCHEN AND PAPER SUPPLIES FOR THE HANGAR

The Hangar is a busy place and kitchen and paper supplies get used up at an amazing rate. The responsibility of keeping track of these items and purchasing, when needed, has been given to Barb Sutton.

When an event is being planned and supplies are needed, the committee should check with her to find out what is on hand or what needs to be purchased. She is seeking the best places to buy, at the least expensive prices, so if you have any contacts, please let her know.

The kitches needs any utencils you would like to donate. We also need Oleo tubs, the 1 and 2 lb. size, which will be used at our parties to serve snack items. Another way you can help is by donating your extra or unneeded ¢ off coupons. We can use coupons for coffee, dish detergent, any paper products, and any others you think we might use. Bring them with you to the meetings, or when you come out to the hangar on the weekends. We will have a container in the meeting room to drop them into. You may also mail them in, (mark the envelope "Kitchen").

So, don't forget, if you are going to need supplies from the kitchen or have a contact to buy from, or wish to donate anything, contact me.

Barb Sutton YAF #385
533-7237

Did you know that Jack Spanich's Skyraider could carry approximately the same weight in ordinance as a B-24? It's True!

YANKEE AIR FORCE GARAGE SALE

NEEDS YOU NOW!!!

DONATIONS NEEDED

SUPPORT THIS FUND RAISER FOR THE YANKEE AIR FORCE HANGAR AND MUSEUM

Bring any donations to the Hangar on Saturdays from 9:00 to 4:00 or on meeting nights.

FOR THIS TO BE A SUCCESS, WE NEED YOUR HELP. We need donations and manpower to run the sale.

The dates of the sale are

APRIL 23 and 24

CALL DEE WILKIE AT 495-1111

GROUND SUPPORT EQUIPMENT NEEDED

Third Request!

If you have any of the following equipment, which could be donated or know anyone who has this equipment and would donate it, please call T.J. Wilkins, Frank Modlinski or Dennis Norton. You might check with manufacturers, factories, schools, airlines, or other aviation facilities.

Low Boy Trailer
Gas Powered APU
Gas Powered GPU and Jet Starter Unit.
Aircraft Tow Bars, of all sizes
Heavy Aircraft Tug
Tractor with a sweeping brush
4 wheel drive truck such as Blazer
Aircraft jacks all sizes
Pre-heaters
Air compressor
Oil drip pans
snow plow

National News

MEMBERSHIP COMMITTEE

The National membership committee is being reorganized. With Harry Terpstra being elected National Board President, the membership committee is being handed over to Geoff Gerling and Todd Hackbarth who will serve as co-chairmen.

The YAF would like to thank Harry and Jackie Terpstra, and all the rest who helped this committee during the past year and a half. We all know how much the YAF has grown and these people helped make this expansion go as smoothly as possible.

The membership committee will be holding its meetings on the second Wednesday of each month starting March 9th at 7:30 pm in the Hangar. All YAF members are invited to participate.

Please direct all membership related questions such as change of address, name badges, renewals or new members, to Todd Hackbarth if possible, of Geoff Gerling if Todd is unavailable. Both will strive to answer your inquiry as soon as possible.

Geoff Gerling 881-7342
Todd Hackbarth 455-0142
Membership Committee
Co-chairmen

DIVISION AWARDS UPDATE

Due to the shortness of time, the selection of the recipient for the Division achievement and Contribution to Aviation Award, the cut off date has been extended to April 15, 1983. All Yankee Air Force members are encouraged to research and submit the name of any person, past or present, whom they feel would be an outstanding candidate for the Division Award.

From Division Award winners, the National award winner will be selected. Let's make this award really meaningful by contacting your Award Committee with an outstanding nominee. Remember, your candidate may be any person, past or present, from anywhere within the United States.

Elmer C. Spencer
National Awards
Chairman

NATIONAL COMMITTEE CHAIRPERSONS

Finance,	Patti Meyer	439-7976
Membership,	Geoff Gerling	881-7342
	Todd Hackbarth	455-0142
National Awards		
	Elmer Spencer	485-8900
Retail Sales	Terry Emery	

YANKEE AIR FORCE DIVISIONS

Willow Run, YAF First Division

Hangar 2041 (A street)
Willow Run Airport (east side)
PO Box 1100
Ypsilanti, MI, 48197
313-483-4030

Meetings 1st Wednesday of each month 7:30 -YAF Hangar. All Divisions are encouraged to participate in the meetings at Willow Run and to be a part of the activities at National Headquarters.

Northeast, YAF Second Division

Essex County Airport
125 Passaic Ave
Fairfield, N.J., 07006
201-575-9621

Meetings 1st Wed. of each month, 7:30 2nd floor Essex County Improvement Authority Bldg.

Mid-Michigan, YAF Third Division

Flint Bishop Airport
G-3101 West Bristol Rd.
Flint, MI, 48507

Meetings 2nd Wed. of each month, 7:00 Skybolt Aviation Hangar, Bishop.

YAF AREA REPRESENTATIVES

Area Representatives have been selected to represent the Yankee Air Force in a particular area. Their purpose is to try to develope the publicity and interest in that area for a YAF Division. Please call them if you wish to participate.

West Michigan

Ed Teliczan YAF #231
PO Box 428
Baldwin, MI 49304
616-898-2387

Boston, Mass.

Rusty Restuccia YAF#345
100 Willard st.
Quincy, Mass. 02168
617-479-4678

Sioux City, Iowa

Don Keller
3305 Chalet Ct.
Sioux City, Iowa 51106
712-276-3847

Southern Wisconsin/Northern Illinois

Sam Taber YAF#850
1211 Anthony St.
Apt. # 6
Janesville, Wisc. 53545
608-752-6766

Southern Illinois

Ray Teliczan Sr.
1313 Lincoln St.
Mascoutah, ILL 62258

If you have the interest in working to start a Division of the Yankee Air Force in your area, and are willing to be an Area Representative send your request to the Yankee Air Force at the Willow Run address.

C-47 CO-PILOTS NEEDED

The C-47 is being prepared for the summer airshow circuit. We have been invited to a number of airshows and the time is here to identify Co-Pilots for the Aircraft. The insurance requirements for Co-Pilot will be 1500 hours total time, Multi-engine Private or Commercial rating and instrument rating. Anyone interested in applying for a position on the crew should submit his/her qualifications in writing to Elmer Spencer before March 10, 1983. All applicants will be submitted to our insurance company for individual approval. Those approved will be listed on the Flight Crew Roster for the C-47. The final decision on qualifications is up to our insurance company. Once a person is listed on the Flight Crew Roster the determination as to who flys which trip will be made based on the Flight Pay an individual has accumulated in his/her YAF logbook. Members who are active will have more chance to fly the C-47 than non-active members. Final decision as to flight crews will be up to the Squadron Commander, within the above mentioned policy.

The C-47 will be insured this year for $2,000,000 for a crew of 2 plus 6 passengers. Get your flight pay logbooks filled out and signed so you can ride in the C-47.

C-47 WEIGHT GUESSING CONTEST

Don't forget to send in your guess for the 50/50 contest to guess the weight of our C-47. The entries must be in by the last day of March, 1983 to qualify for the contest. Bill Ray is holding the entries for the contest, or you may mail it in to the "C-47 weight guessing contest, P.O. Box 1100, Ypsilanti, Mich." Remember, the starting weight (which was the old empty weight before the APU and other wiring and misc. items were removed), is 20,429 lbs.

Each entry must include $1.00 for each weight guessed. You may guess as many weights as you wish, as long as each is accompanied by $1.00. The winner will split the pot 50/50 with the C-47 Maintenance Fund. We still need to put approximately $4,000 into the C-47 before it is ready to fly, plus $4250 for the insurance bill. Your entries will help put this aircraft in the air. Tie Breaker: In case of a tie, the earliest postmark will determine the winner or if still tied the closest guess of the actual liftoff of the C-47 on its first test-flight will be declared the winner (so make sure to include this guess in your entry). Don't wait! This contest is open to all members in all divisions.

YANKEE AIR FORCE
NATIONAL BOARD OF DIRECTORS

President, Harry Terpstra	485-3049
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Director, Phil Lundy	644-9171
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Director, Bob Macanga	226-9075
Director, Bob Fenner	467-1944

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Supplies, Donna Bielauskas
Hangar Operations, Bob Macanga
Aircraft Procurement, Bob Fenner
Restoration, Otto Mueller

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Hangar Maint, Jack Decker	728-7674

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Retail Richard Pilon	517-725-7763

WILLOW RUN DIVISION
BOARD OF DIRECTORS (area code 313)

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Director, David Cunningham	981-5908
Director, Paul Kasmer	774-2929
Director, Frank Modlinski	427-5409
Director, Robert Smith	649-2234
Director, William Wier	58247794

HANGAR AND ROOM RENTALS

The Yankee Air Force Hangar is available for aircraft rentals and room rentals. If you are a member and own an aircraft which is a military aircraft or you own a civilian aircraft which is at least 30 years old, you may wish to rent space for your plane in the YAF Hangar. Rents help fund the restoration and operation of the Hangar. Contact Greg Smith, 487-5965 for information.

ACME
FLIGHT SERVICE

Flight Training
Aircraft Rental Pilot Supplies
Maintenance Aerial Advertising
WILLOW RUN AIRPORT
BOX 852
YPSILANTI, MICHIGAN 48197
GREG SMITH YAF #005, CINDY SMITH YAF #01C

"TIN LIZZIE"

Casual Dining & Spirits
I-94 AT BELLEVILLE RD — 697-6888
NOW SERVING
DEEP DISH PIZZA

MEETING ROOM RENTALS

Rooms are now available in the Hangar for rental to other groups. The cost is $1.00 per person with a minimum of $25.00. A group must have a member who is also a member of the YAF, and Someone with a key must be present. Each application must be made to the Willow Run Division Board of Directors at least 45 days prior to the requested meeting night. The Board will then approve or deny the use of the room based on any conflict with YAF activities, conflict with lease agreements or activities or groups deemed to be in conflict with the goals of the YAF. The minimum $25.00 must be paid upon signing the rental contract, with the balance paid within 7 days after the meeting. Kitchen facilities may be used, but must be cleaned up after use. It is the responsibility of the YAF member to insure that security is maintained and the rooms cleaned up afterwards. Any group which does not follow the rules and policies of the Hangar, including smoking, and aircraft security, will be barred from renting rooms in the future. We are happy to allow other groups to use the facility, so long as they obey the rules, and help us cover the costs of operating the Hangar for all of us to use.

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201-575-9621

YANKEE AIR FORCE INC.
P.O. Box 1100
Ypsilanti, MI.
48197

support your Yankee Air Force committee chairpersons --- VOLUNTEER NOW!!!